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COUNTRY East Germany

DATE DISTR. 27 March 1953

SUBJECT Information on East German Roads and Bridges

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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SOURCE 25X1X

1. Source excerpted the following information on the status of road bridge construction projects, status of 22 January 1953, the Bau Union Potsdam:

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Designation of Bridge	Location	Numerical Designation	Status
Reichsbahnbridge Blindow	Highway 109	B 8	75 percent completed
Bierweg bridge over the Werbellin Canal	" 198	B 8	completed on 1 September 1952
Boossen Bridge	" 5	B 30	completed on 1 August 1952
Bridge ramp near Eberswalde	" 2	B 7	earth works completed on 1 August 1952
Stadt Bridge Eberswalde	" 2	B 7	completed on 1 October 1952
Bergdorf Bridge	" 167	B 6	repair work completed on 1 August 1952.
Muehlenfliess Bridge Ruedersdorf	Autobahn Berlin Ring	B 11	50 percent completed
Kellgraben Bridge Ruedersdorf	"	B 13	"
Bridge at km marker 35.640 near Werbellin	Autobahn Berlin-Stettin	B 27	"
Bridge at km marker 33.500 near Werbellin	"	B 25	"
Bridge at km marker 27.040 over the Finow Canal	"	B 30	"

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Bridge at km marker Autobahn B 21 50 percent
42.750 near Althuetten- Berlin-Stettin completed
dorf

Bridge over the " B 29 10 percent
Oder-Havel Canal completed

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2. In early January 1953, [REDACTED] Directorate General, Motor Traffic and Roads, Berlin, that the 1952 goal fixed for reconstruction work on the Autobahn bridge near Frankfurt/Oder was not reached. The following work was completed: abutment 0, piers 1 through 3 and caissons for piers 4 and 5. The nonfulfillment of the targets fixed was explained by a shortage of labor and construction materials as well as transportation difficulties. ¹

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3. In early January, [REDACTED] that clearing work and surveying were under way for the reconstruction of the road bridge over the Oder River near Schwedt. According to an order of the SCC, the new bridge, which is to have a load capacity of 80 tons, is to be completed in 1953. ²

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4. In mid-January, source determined that the Reichenberger Bridge in Goerlitz, which was completed on 21 December 1952, had a load capacity of 35 tons. ³

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5. In mid-January, [REDACTED] the Bau Union Dresden was doing reconstruction work on the Autobahn bridges near Wilsdruff and Crumbach. ⁴

6. In early January 1953, [REDACTED] District Highway Department in Erfurt that this office was ordered to make preparations for the improvement of the Gotha-Eisenach stretch of the Autobahn. Work was to be started in the spring of 1953. The second lane of this section of the Autobahn was to be completed in 1953. It was also ordered that the Gotha-Ohrdruf-Zella Mehlis-Suhl-Hildburghausen highway be improved by eliminating narrow curves, widening bridges and reinforcing its surface. ⁵

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1. [REDACTED] Comment. Information on this bridge was transmitted previously. For details, see [REDACTED] x

2. [REDACTED] Comment. [REDACTED]

3. [REDACTED] Comment. The statement on the load capacity of this bridge is doubtful. See [REDACTED]

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25X1A 4. Comment. The bridges mentioned are on the Eisenach-Bautzen Autobahn. Their numerical designations are B 220 and B 225.

25X1A 5. Comment. These data appear credible. The road network in Thuringia is of great strategic importance. The completion of the second lane on the Autobahn between Eisenach and Gotha requires the reconstruction or reinforcement of numerous bridges. It is therefore doubted whether the project will be completed by late 1953. As far as Schleusingen, which is 10 km north of Hildburghausen, the Gotha-Ohrdruf-Zella Mehlis-Suhl-Hildburghausen highway follows National Highway No 247. Orders were given in 1952 to have the bridges along the roads between Gotha and Hildburghausen reinforced to a capacity of 30 tons. The improvement of this highway connection across the Thueringer Wald Mountains was ordered for military reasons. In Eisfeld, the highway joins National Highway No 4, which continues to Coburg and Bamberg.

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